

DART SERVICE INSTRUCTION

TO AMEND INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

ICA-D206-642 REV. 3 OR EARLIER APPROVED REVISION

REF. FAA STC: SA00475SE
REF. TCCA STC: SH98-4
REF. EASA STC: EASA.IM.R.S.01320

The purpose of this DSI is to clarify the damage limits of the D206-642-149/-249 wearplates that are used as part of the D206-642-113/-114/-215/-216/-217/-218 Skidtubes. These damage limits will eventually be incorporated into ICA-D206-642.

1. Cracks in the base material of the wearplates that are up to 0.125" (3 mm) in length do not need to be repaired. Cracks in the base material that exceed 0.125" (3 mm) in length need to be welded closed per AMS STD 2219 using ER316L or ER308L filler rod.
2. The wearplate attachment holes may be elongated up to 0.125" (3 mm) in diameter. If any of the attachment holes are elongated beyond 0.125" (3 mm) in diameter, the wearplates must be replaced.
3. The weld beads on the wearbars may be built back up to 0.20" (5 mm) to 0.30" (8 mm) thick per AMS STD 2219 using 2059B hard coat welding rod
4. If the wearbars have been worn down to less than 0.06" (1.5 mm) thick, the wearplate must be replaced.
5. Cracks in the wearbars that are perpendicular to the axis of the skidtube (as shown in Figure 1) are permissible and do not hinder the performance of the wearplate. If these cracks are less than 0.50" (13 mm) apart, the cracks must be filled per AMS STD 2219 using ER316L or ER308L filler rod.

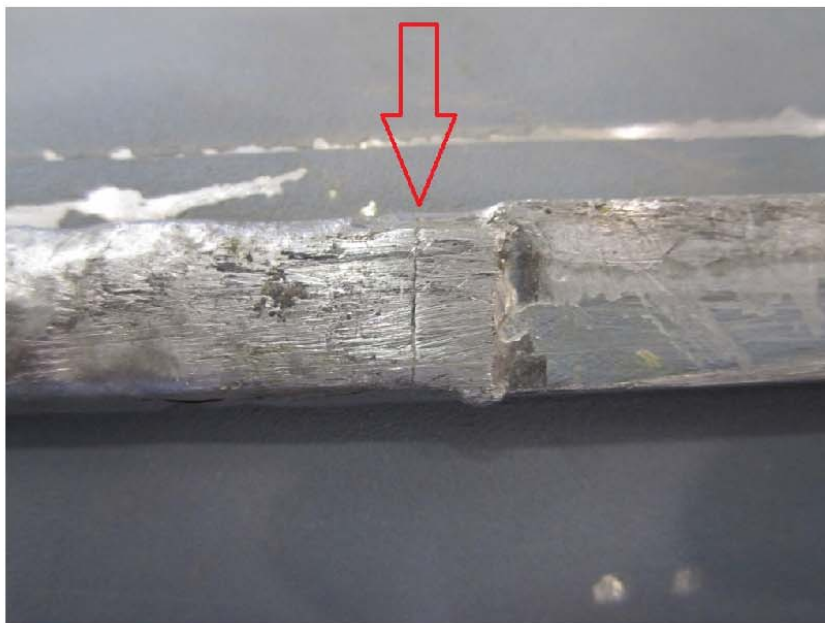


FIGURE 1

A	NEW ISSUE		MP	11.03.02
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